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LAST WEEK

OF THE

Great Reduction Sale.
SPECIAL LOW PRICES ON

Dry Goods, Dress Goods, Ladies' and Children's Cloaks, Ladies' Suits, Skirts, Waists, Millinery, Shoes and Carpets.

CALL NOW.**TWIN BROS.,**Dry Goods, Shoes and Millinery Department.
PARIS, KENTUCKY.**USE**
GAS COKECRUSHED, 11c. Per Bushel.
LUMP, - - 10c. Per Bushel.

A load of coal costs you \$5.00. Much of the HEAT goes off as GAS with the smoke. We save the GAS and charge you only \$2.50 for a load of COKE and you

GET ALL OF THE HEAT.

This Coke is the Cheapest, Hottest and Cleanest Fuel on the Market.

PARIS GAS LIGHT COMPANY**A Word** To the Cash-Buying People of Paris and Bourbon County.

Here is an opportunity of a lifetime to purchase from

TWIN BROS.,

703 Main Street,

At their MEN'S CLOTHING, BOYS' CLOTHING, MENS' OVERCOATS, Men's and Boys' HIGH GRADE SHOES, Men's and Boys' HATS, UNDERWEAR, SHIRTS, TRUNKS, SUIT CASES, ETC. In fact everything that is sold in a first-class clothing and shoe store.

At Prices Less Than the Manufacturers' Cost.

Our Loss is Your Gain. We want the Money, you want the Goods. They will be sold for SPOT CASH ONLY.

THIS SALE LASTS FOR TEN DAYS ONLY.

Remember Place and Date of Sale:

TWIN BROS. CLOTHING AND SHOE STORE,
703 Main St., Next to Fee's Grocery.**JANUARY 19th TO JANUARY 29th, INCLUSIVE**

Bring Your Family. Bring Your Friends.

The DOLL LAMENT
BY DOLLY ARABELLA
COPYRIGHT 1907 BY T. E. McGRATHBoo-hoo! My little heart is broke! I'm very, very lonely.
I sit here an' sob an' choke, no more my mamma's only.**S**HE used to hug an' hold me tight; it dot to be a habit.
But now poor me's neglected twite—she's dot a Easter wabbit!**Easter Gifts**Made of
Easter Eggs.

By OLIVE HARPER.

[Copyright, 1907, by C. N. Lurie.]

MANY very pretty little gifts may be fashioned from eggshells. They are easy to make, requiring no expensive decoration, which is the fault with many things with inexpensive foundations.

One of the easiest things to do with Easter eggs is to paint them, and this is done with water colors. The hair is painted in any preferred color and the features drawn in any way the artist may decide. Chinamen, nuns, ferocious Russians or indeed any kind of face may be drawn. A round of cardboard cut out to fit around the top of a whole shell makes a presentable hat.

A small three cornered file is useful in cutting the eggshell into different shapes. Baskets are formed by filing off the shell to the shape marked out by a pencil, and the work is very easy. These eggs should not be boiled, while the others, which are to keep their shape, should be boiled very hard.

A crochet needle and a little colored silk, a walnut half shell and two tiny china dolls make a perfect balloon. A three legged kettle is made by cutting bits of pasteboard into the shape for the feet, soaking them in hot water until they can be molded into any form and then gluing them to the bottom of the kettle. A soft wire forms

the handle. All these are to hold small candles.

A very dainty little fancy is the vase with a spray of arbutus or a daisy in it. This requires nine slender sticks, six of equal length and three twice as long as the others. Bamboo is the prettiest, but straws will do, as the contents are never weighty. Three short silk cords and tassels also are needed. Tie the three longest sticks in the middle with colored cord and then separate them to form a tripod and fasten the shorter ones at the ends. This makes a little stand. The cord and tassels are fastened at the upper part, which gives a pretty finish. The empty shell is then decorated to represent a Japanese vase. Holes may be drilled in three empty shells, with the tops chipped off irregularly.



EASTER EGG FACES.

ularly and fastened together by a wire or string, and they may be prettily ornamented or left plain, to contain mustard, salt and pepper.

A tulip may be made by stringing a piece of wire through the large end, while the small end is cut by the file to the shape of a partly unfolded tulip and then painted in tulip colors. A glass dish, deep and whole, is partly filled with water and an egg weighted slightly at the larger end. A neck and head to represent a swan are made of white cloth rolled into shape while wet

with starch, and this is fastened to the small end of the egg, which must be lighter than the other end, so that the glued neck will be lifted out of the water. A paper tail is fastened at the back, and both must be high enough to be kept dry. A mallard duck, made in the same manner, is also very pleasing, especially to the young folks, as it seems to swim about in the water when they blow upon it.

A piece of cardboard cut in a shield shape four inches long has the lower half of a half of a shell glued to it. The upper edge of the shell has a piece of ribbon glued to it, and this, passed through the cardboard, helps to keep it solid. Below is a small rounded square of sandpaper glued fast. A hole in the top with a ribbon to hang it by finishes this little match holder.

There is really no end of odd and artistic fancies that can be worked out for the decoration of tables for Easter and for the pleasure of the children. The Turks say that whosoever gives a child an hour of pleasure gains a thousand years of paradise.

Easter tide,
Beneath the stars of dawn the Saviour stood
And cast the trammels of the tomb aside
That we might kneel in simple gratitude
At Easter tide.
We, too, shall rise again at break of day
To the dear heaven where his saints abide
And meet the risen Lord to whom we pray
At Easter tide.
His tranquil lilies silently unfold
Their dewy cups, and field and mountain side
Thrill with their bursting buds of white and gold
At Easter tide.
They, too, have sprung new risen from the tomb.
Type of the life for which our Saviour died.
Then will we bind his holy cross with bloom
At Easter tide.

FRANK H. SWEET.

RAILROAD REPRODUCTION**The Only Just Basis For Taxation And Rates.**

There are two ends to the railroad question, one is the transportation of goods and passengers and the other the speculative and Wall street end. These two different interests must be divorced before there can be justice to the public through reasonable rates. There can never be reasonable rates until the question is settled of how much of the stocks and bonds that have been issued are to earn dividends. Are the fraudulent issues to be changeable to the public on the same basis as the securities, the proceeds of which were actually expended in building and equipping the railroads? Are the Chicago and Alton stocks and bonds to be considered a fair debt upon the people who are customers of that railroad? Are Mr. J. P. Morgan and his associates to have the right to tax the people who do business with the Southern Railway on the basis of \$180,000,000 of stocks and \$170,048,945 of bonds, or at the rate \$70,685 per mile of line, when it could be duplicated for about one half of that amount? Must the people forever pay interest upon \$302,847 per mile of the Erie Railway, when it would cost less than one sixth of that sum to replace it in better shape than it now is? The Baltimore and Ohio with \$108,079 per mile; the Chesapeake and Ohio with \$133,704 per mile, the Union Pacific with \$133,535 and a number of other railroads with but little less than \$100,000 per mile of stocks and the bonds are in the same class. The Union Pacific actually paid ten per cent. on its enormous capitalization which would be nearly 30 per cent. on what it could be duplicated for.

The Census Bureau in 1905 issued a bulletin on the Commercial value of the railways of the United States which gave their total value as the enormous sum of \$11,244,852,000. This is generally considered as a much greater sum than they could be reproduced for, yet the average value per mile given for the railroads in Nebraska, which includes the Union Pacific railroad is \$45,200, or a little less than one third the amount of the stock and bonds upon which it is paying dividends and interest. This indicates the enormous over capitalization of many of the railroads, for similar differences appear with other railroads taking the same official figures.

No wonder the railroads thus over capitalized do not want an investigation of their value to be made as a basis for determining what reasonable rates for passengers and freight would be, when their fraudulent watered stock is left out of the calculation.

It will be a large undertaking to arrive at the actual cost of reproducing the railroads, but it must be done before reasonable rates can be established. The values which the states have agreed on as the basis for taxation differ so radically that it is worthless as even a guide to the actual value. The official figures of the average tax paid by the railroads in all the states in 1904 for each mile of line is but \$3.8 and in Nebraska the amount is but \$224 per mile, which would be but one sixth of one per cent on the capitalization value of the Union Pacific. That small sum is about one sixth of what the people of Nebraska pay as taxes on the valuation of their property and in many states the taxes paid by the railroads are even less than in Nebraska.

From this partial glance at actual railroad values and the enormous difference between the stock market value and the taxation value it is plain that the Democratic plan of investigating the value that the railroads can be replaced for is the first step and the only sensible and just proposition for arriving at what are reasonable rates.

Advancing Prices.

The retail price of wagons and buggies is to be increased 50 per cent this spring, was the decision reached by the National Wagon-makers' Association at a meeting held in Chicago recently. "A scarcity of the right sort of raw material and car shortage were given as reason for the advance." The car shortage would hardly seem a good reason for advancing prices, but the price of lumber and iron have advanced 50 per cent, chiefly by the monopoly enjoyed by the Lumber Trusts and the Steel Trusts in consequence of the tariff protection on their products. When the purchasers of new wagons and buggies find the price demanded is so much higher they should thank the Republican politicians for giving them that evidence of trust prosperity and continue to vote for Republican Congress who stand pat on these conditions. If the tariff tax was taken off, or greatly reduced, on lumber and steel the present price of all articles into which those materials enter would be cheaper than they are today, instead of being advanced 50 per cent.

Dare Not Oppose "Teddy."

The Republican party likes to be bossed; whether the boss is a good boss, or a bad boss it cannot get along without him. The proof of this is that although President Roosevelt is the big boss, is secretly repudiated by most of the Republican leaders, yet they, one and all, dare not openly oppose his policies or dictation.



ODD GIFTS MADE OF EGGSHELLS.